

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. F-6-110

NAME AND SHA NO.: 10061

BRIDGE REPLACED - 1996

LOCATION

Road Name and Number: MD 550 over Owens Creek

City/Town: Thurmont X vicinity

County: Frederick

Ownership: X State County Municipal Other

Bridge projects over: Road Railway X Water Land

Is bridge located within designated district?: yes X no
 NR listed district NR determined eligible district
 locally designated other
Name of District

BRIDGE TYPE

 Timber Bridge
 Beam Bridge Truss-Covered Trestle Timber-and-Concrete

 Stone Arch Bridge

 Metal Truss Bridge

 Moveable Bridge
 Swing Bascule Single Leaf Bascule Multiple Leaf
 Vertical Lift Retractable Pontoon

 Metal Girder
 Rolled Girder Rolled Girder Concrete Encased
 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

 Metal Cantilever

X Concrete
 Concrete Arch Concrete Slab X Concrete Beam Rigid Frame
 Other Type Name

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DESCRIPTION

Describe the Setting:

Bridge #10061 carries MD 550 over Owens Creek in northern Frederick County. This area falls near the border between Maryland's Piedmont and Appalachian physiographic regions. The bridge is located near the northeastern part of Catoctin Mountain National Park, approximately 1.5 miles north of the town of Thurmont. The area is mostly forested with only a few houses nearby. MD 550 runs in a north-south direction in this location, and Owens Creek is oriented in an east-west direction.

Describe the Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

Bridge #10061 is a two-span concrete beam bridge carrying two lanes of traffic over Owens Creek. The bridge measures 60'-0" in total length with each span measuring approximately 30'-0" and a clear roadway width measuring 24'-0". The structure consists of concrete abutments, wing walls, and closed panelled parapets. The north abutment is flanked with one flared and one straight wing wall; the wing walls flanking the south abutment are both flared. The southeast wing wall is part of a stone retaining wall. The bridge is supported by a concrete pier. Modern metal guardrails flank both approaches to the bridge but do not extend along the inner faces of the parapets.

A 1995 inspection report noted that the bridge was in extremely poor condition and displayed severe deterioration in its concrete elements. The report also described undermining at the west end of the pier and scour at the pier, south abutment, and northwest wing wall. The State Highway Administration recently reported that this bridge has been replaced.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Due to flood damage in October of 1976, a concrete retaining wall was constructed and the guardrail and part of the roadway were also replaced. Repairs took place in 1976. Modern metal guardrails have been attached to the ends of the parapets. According to the State Highway Administration, this bridge was replaced within the past year.

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HISTORY

When Built: 1926; rebuilt circa 1995

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Highway Administration, contract #F 86

Who Designed: unknown; designed to standard state specifications

Why Altered: Alterations were undertaken to repair damage resulting from a flood in 1976. Bridge was subsequently replaced.

Was this bridge built as part of an organized bridge building campaign?: No

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☒ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Road improvements in Frederick County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Bridge #10061 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

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Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

No, the bridge is not a significant example of its type. The 1926 structure has been replaced.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No. Bridge #10061 has been replaced within the past year.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this structure is not a significant example of the work of the State Roads Commission.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not be given further study. Although it retains integrity of its character-defining elements, it is not a significant example of the work of the State Roads Commission.

BIBLIOGRAPHY

Spero, P.A. C. & Company and Louis Berger & Associates
1994 *Historic Bridges in Maryland: Historic Context Report.*
 Maryland State Highway Administration, Baltimore.

State Highway Administration
 Bridge Inspection Reports. On file 707 North Calvert Street, Baltimore.

 As-Built Drawings. On file 707 North Calvert Street, Baltimore.

State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

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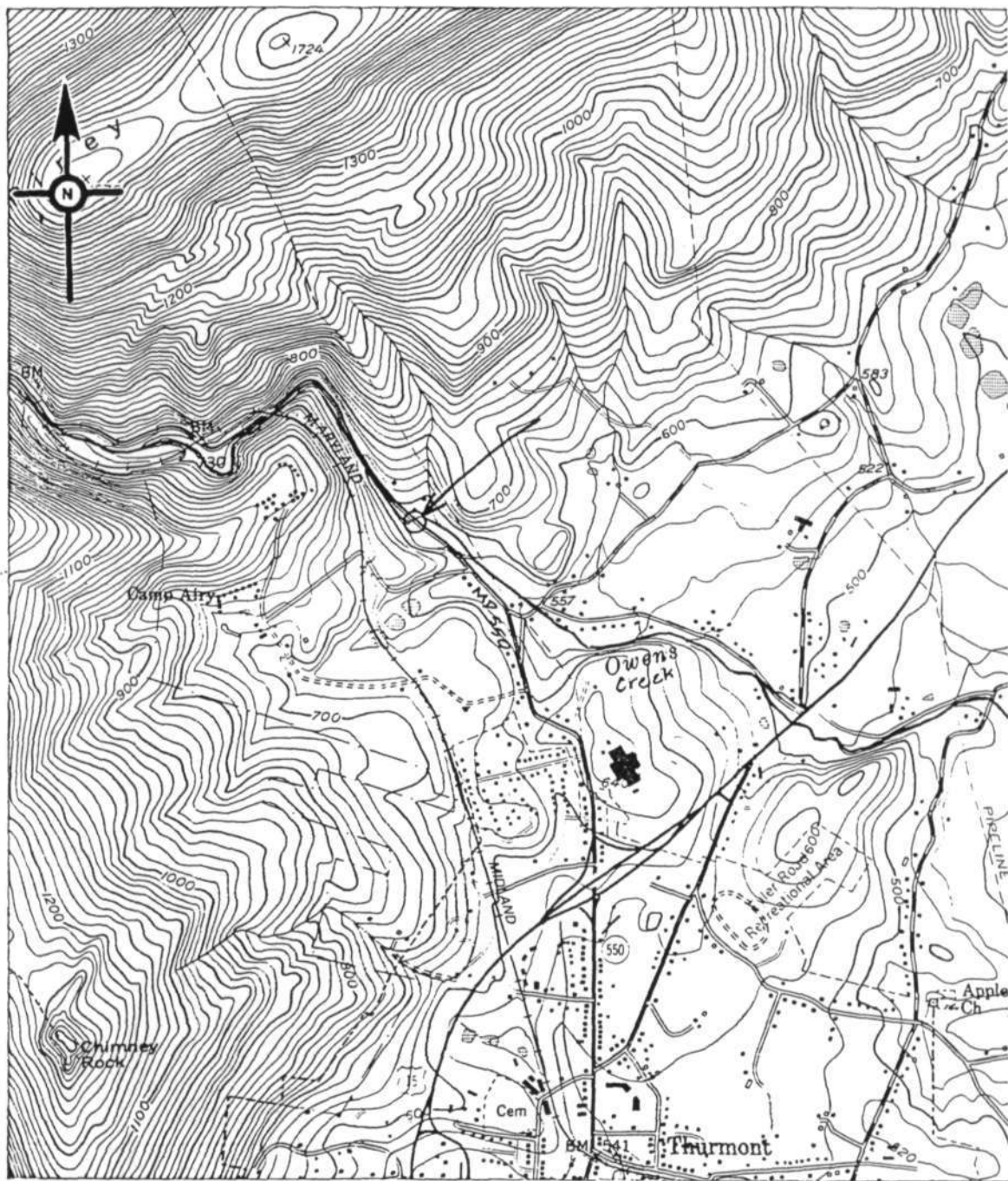
SURVEYOR INFORMATION

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Bridge # 10061 (MHT # F-6-110)
MD 550 over Owens Creek
Blue Ridge Summit, PA-MD Quadrangle (USGS 1985)



Inventory # F-6-110

Name 10061 - MOSSO OVER OWENS CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH NORTH

Number 18 of 34 4



Inventory # F-6-110

Name 10061-MD 550 OVER OWENS CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING WEST

Number 29 of 364



Inventory # F-6-110

Name 10001- MOSSO OVER OWENS CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH SOUTH

Number 3 of 34 4



Inventory # F-6-110

Name 10061-MOSSOVER OWENS CREEK

County/State FREDERICK COUNTY/MO

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING EAST

Number 4 of 4